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time, as it may indirectly become a possible source of danger of the introduction of infection across the Canadian border, although, it is felt the Bureau is fully cognizant of this situation.

Two of the trans-Atlantic lines do not book third-class passengers from this port.

The emigrant traffic through London is also limited, as principally those from the North of the Continent reach the Island through the port of Hull, and are transferred from there direct by rail to Liverpool, while those from the South go more directly to Southampton, with a sprinkling number passing through here, but practically not leaving the cars while in the city.

In the matter of freights, which is incidentally referred to, there is not a large amount of wool from Kurrachee, which is being reshipped here direct by the Atlantic Transportation Company Limited. Hides from the same point are being imported, but it is claimed that they are treated with arsenic and lime before being reshipped, which, if liberally applied, should render them practically safe as regards carriers of infection. Doubtless hides are also handled to some extent in Liverpool, but of this I learned nothing while there. * * *

I have been unable to obtain any definite information in regard to the traffic at Southampton, as only saloon passengers are booked here, with the exceptions as above referred to, and I believe it desirable and necessary to visit that port en route to Marseilles.

I therefore have the honor to report that I depart for Southampton on the 4th instant, the intervening day being Sunday.

Respectfully,

J. A. NYDEGGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

Concerning inspection of emigrants at Southampton.

PARIS, December 5, 1899.

SIR: I have the honor to confirm cablegram of the 4th instant, reporting my arrival at Southampton, England, on that date, for the purpose of obtaining information in connection with the emigrant traffic carried on in that city, and I herewith beg leave to submit the following report bearing on that subject:

Through the kindness of the United States consul, Mr. Hopley, who keeps an excellent record of the immigration statistics of the port, it was ascertained that there is far less travel of this class of people through Southampton than by way of Liverpool, for, from January 1 to September 31 of the present year, 10,021 emigrants embarked there as against 50,000 odd at Liverpool during the corresponding time.

The nationalities were pretty well represented, however, the largest number of any one nation, 1,570, being Russian Finns and Jews, principally the former; Scandinavians, 1,529, and of Austrians, Germans, and other nationalities, 332. A very small number came from the South.

Of the three trans-Atlantic steamship lines operating at that port, one of these, the American Line, which has one sailing weekly, handles practically all of the emigrants, while a few go by the North German Lloyd Line, and none by the Hamburg-American.

I was unable to witness the handling of emigrants at Southampton, as the last steamer sailed Saturday, the 2d instant, and there would be

no more sailing until the 9th instant, and the situation there did not seem to warrant my delaying until that time.

From the consul's description of the inspection, etc., I judged it to be about the same in method as is observed at Liverpool, but more rigid, perhaps, as to persons, as I understood that a number of rejections were made at the last inspection on account of trachoma. The consul there, as at Liverpool, has to rely mainly on the steamship people for information as regards the condition of emigrants and their baggage, and it would seem that there is more real danger of infection being carried into the States by means of baggage than by persons, although it is claimed that all dirty and suspicious baggage is washed before being allowed on board. Of this I have no reliable information, and there must be some doubt as to this process being carried out in all cases, as it occasionally happens that a lot of emigrants arrive and go directly aboard their steamer without first being admitted to the hotel, as was witnessed in one instance at Liverpool last week.

There is but one boarding house for emigrants in Southampton, and at the time of my visit to it it was dirty and filthy in the extreme.

No shipments of wool or hides from India are being made through Southampton. * * *

Inclosed is a clipping from the Paris edition of the New York Herald of the 2d instant in reference to the nonexistence of plague in Algeria, this country having previously, according to the contained statement, been held as suspicious. It may be of some interest and value to the Bureau.

The reason for submitting this report from Paris is, that it was found that a delay of twenty-four hours at Southampton awaiting the next boat for Havre would have occurred had it been sent from there, and it was contemplated to proceed direct from Havre to Marseilles, but owing to a delay in crossing the channel, I failed to make connections with the through train, and reached here this evening only. I leave to-morrow, the 6th, for Marseilles.

Respectfully,

J. A. NYDEGGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

GERMANY.

Measures to be adopted at Bremen ports for the purpose of combatting plague.

[From United States Vice-Consul G. W. Murphy.]

[Translation from the Weser Zeitung of November 25, 1899.]

The sanitary officials at Bremen have submitted a report concerning precautionary measures for combatting the danger from bubonic plague. The outbreak of the plague in Portugal and in certain ports of England and Austria, make it necessary to take steps to prevent the introduction of the disease at Bremen ports, and to meet the possibility that plague may be brought in ships to the Weser River. A conference has been held in the imperial sanitary department at Berlin, at which the director of the Bremen Bacteriological Institute was present, and the matter has been very carefully considered by the sanitary officials and a committee consisting of medical authorities, harbor officials, and ship owners. As a result the sanitary officials have made a report and requested appropriations as follows:

1. In addition to the director already empowered to make bacterio-